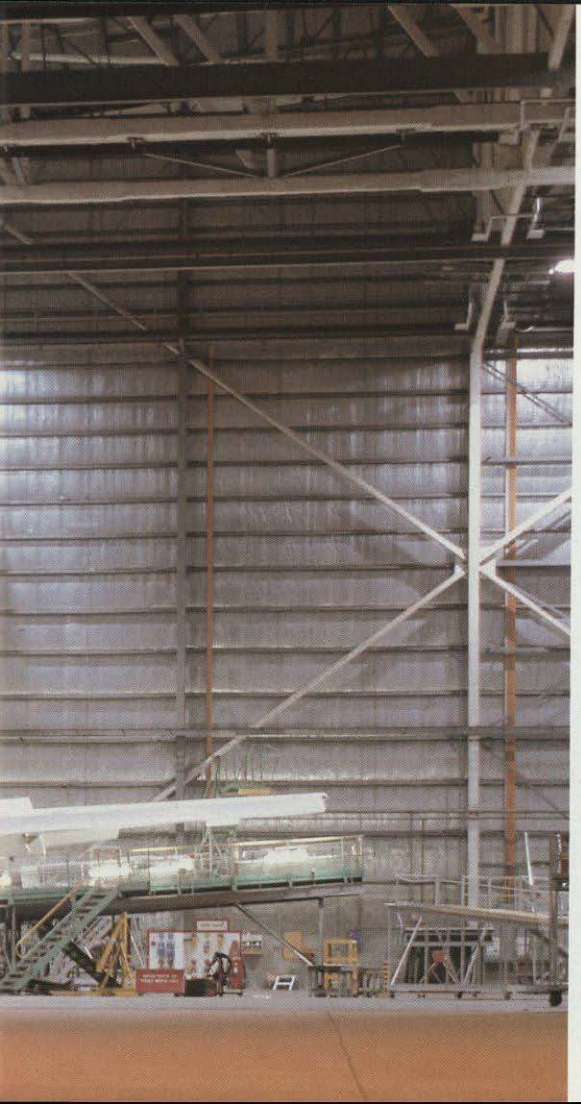
Ansett Australia.



Contents.

The Story of Ansett.

On February 17, 1936, a single-engined, six-seater Fokker Universal aircraft departed from Hamilton in Victoria's Western District for Melbourne – and so was born the airline that would eventually change the course of Australian domestic aviation.

Ansett Airways' first flight resulted from a man's love of flying. He was Reginald Myles Ansett, who first learned to fly in 1929. He had spent 18 months as a professional axeman with survey parties in the Northern Territory and had then moved to Victoria's Western District.

In 1931 he had begun a one-man road passenger business with a second-hand Studebaker car, linking areas in the Western District and providing a more popular service than the state railways. In 1935, however, the Victorian Government prevented him from operating a service between Ballarat and Melbourne.

Reginald Ansett had operated a Gypsy Moth aircraft in connection with his business since 1932 and he decided to overcome Government opposition to his road service by moving it into the air.

In 1935 he flew his Moth from Hamilton to Sydney, navigating with a road map, and at Mascot Airport arranged to buy a Fokker Universal aircraft for £1000.

As well as his Hamilton-Melbourne air service, Mr Ansett operated a flying school at Hamilton and ran weekend joy flights.

Before long a twin-engined Airspeed Envoy replaced the Fokker on the Melbourne service.

Ansett Airways became a public company on April 14, 1937. The following year its fleet was increased with three fast, new, twin-engined, all-metal, ten-passenger Lockheed 10Bs which opened a three-state network between Melbourne, Sydney, Adelaide, Narrandera, Mildura and Broken Hill.

The company experienced a setback in February 1939 when four Ansett aircraft, including one of the new Lockheeds, were destroyed in a hangar fire at Essendon.

With the outbreak of World War II, most civil aviation operations were used for military purposes. The company's maintenance facilities were expanded and used to repair crashed or battle-damaged aircraft.

In 1943 a company known as Airlines of Australia merged with Australia's largest airline, Australian National Airways (ANA), and by 1944 only Guinea Airways,


VH-U

The Story of Ansett.

MacRobertson Miller, Ansett and Qantas remained independent of ANA.

In 1957 ANA collapsed despite it being the biggest Australian airline operator.

After some months of uncertainty as to the future of ANA and its 3,500 employees, Ansett surprised the nation by announcing the purchase of the failed ANA company and changed its name to Ansett-ANA.

With the purchase of ANA, Ansett also acquired the major financial interest in Butler Air Transport in NSW. That airline is now Ansett Express.

In 1963 Ansett purchased a controlling interest in MacRobertson Miller Airlines. Today that airline is Ansett WA.

The same year Ansett ordered 120-seat Boeing 727-100 jets: the first was introduced on November 2, 1964, taking domestic flying into the jet age. In 1967 DC-9 jets joined the fleet. Two years later the name Ansett-ANA changed to Ansett Airlines of Australia.

In 1973 Ansett began replacing its 100 series Boeing 727s with the bigger B727-200s which carried up to 158 passengers. Ansett transferred its engineering facilities from Essendon Airport to the new Melbourne Airport at Tullamarine in 1971 and by 1979, with its associated intrastate airlines, was performing more than 50 per cent of Australia's domestic air transport services.

In December 1979, control of Ansett passed to News Limited and TNT, with the Chief Executives of these companies, Mr Rupert Murdoch and Sir Peter Abeles, becoming Joint Managing Directors of Ansett. Sir Reginald Ansett continued as Chairman of the

company until his death on December 23, 1981.

Ansett's new management embarked on a series of improvements for the airline and, in April 1981, announced a complete change of livery (the appearance of the aircraft, staff uniforms and other identifying characteristics of the airline). Ansett became known for its startling white aircraft with the stars of the Southern Cross on the tail. The livery was further amended in October 1990 to incorporate a national flag tail design and new name – Ansett Australia.

The aviation division of ATI operates three wholly-owned airlines in Australia – Ansett Australia, Ansett Express and Ansett WA. In July 1987 Ansett also began operations in New Zealand through the formation of Ansett New Zealand.

Ansett also owns and operates Hayman Island and manages South Molle Island and the Hook Island Underwater Observatory.

Ansett operates one of the world's most modern airline fleets to more ports in Australia than any other airline.

The Airport–Ansett Style.

Big airports are so complex because of the range of services they provide.

Keeping aircraft flying safely, making sure they depart and arrive on time, providing catering and crews, fuelling and maintenance are only a few of the tasks carried out at airports.

From the moment a passenger checks in at the reception desk for ticket bookings or seat allocations, Ansett's passenger-handling facilities swing into action with maximum efficiency and courtesy.

A great deal of activity must be undertaken and co-ordinated to ensure that passengers reach their destination on time with a minimum of fuss.

Baggage is meticulously cared for from the moment it is placed on the weighing platform next to the check-in desk.

Ansett check-in counter

The Passenger Service Officer attaches a label to the suitcase, stating flight number and destination. A separate section of this luggage label is stapled to the passenger's ticket so that his or her luggage can be identified at the destination collection point.

When that piece of baggage disappears on the conveyor it is stacked by baggage handlers on trolleys or in modular containers for loading onto the aircraft.

Having checked in luggage, the passenger is given a seat allocation. Passenger Service Officers pay a great deal of attention to personal travelling preferences wherever possible.

A forward or rear seat, a window or aisle position, these preferences are fed into the computer and the seat allocation details are then printed and allotted according to availability.

Once checking-in details are complete, the passenger is directed via a flight arrivals and destinations television monitor to the relevant airport gate for aircraft boarding.

Cockpit crews are in the aircraft meticulously checking flight details, hydraulic and electronic systems, ensuring proper weighting and balance of the aircraft,

Preparing an Ansett Australia Boeing for a flight

monitoring movement instructions from the control tower and making sure everything is correct for take-off.

In the airport control tower, Air Traffic Controllers monitor all movements on the ground and in the air, for it is the Air Traffic Controller who maintains the regular flow and movement of departing and arriving aircraft.

The Air Traffic Controller (ATC) is responsible for maintaining safe flying distances, or 'separation' in aviation language.

The radar scanning equipment enables the ATC to provide horizontal separation, allowing faster aircraft to pass slower aircraft, and to maintain safe vertical separation between aircraft flying in

opposite directions.

All Ansett aircraft are radar-equipped and have special weather-sighting radar which can 'see' storm clouds, allowing the plane to divert and avoid excessive air turbulence.

On boarding the aircraft, passengers are greeted by a Flight Attendant.

Flight Attendants have passenger service and safety roles and are highly trained in emergency procedures.

Once passengers are welcomed on board and shown to their seats, doors and freight hatches are closed and checked and taxiing to the runway begins. During this brief movement to the take-off point, Flight Attendants explain the safety features of the aircraft, including door and window exits, operation of seatbelts and oxygen masks and the positions of lifejackets and rafts.

A view of an Ansett Australia terminal

Air traffic controllers

If the passengers look out of their window they'll see the apron or tarmac area of the airport is just as busy as the terminal inside.

There might seem no rhyme or reason for all the vehicles and people hurrying on out there with their jobs but they are working to a closely monitored plan.

Passengers might see fuelling vehicles, freight trolleys and containers, apron movement control personnel, even a fire engine or two.

All major airports have a stand-by firefighting force for aircraft emergencies and to control grass fires which can easily occur on a large expanse of airfield.

All this movement as well as other aircraft, large and small, moving about ... an airport is a very busy place and there you are ... right in the heart of it.

Flight Crew.

To join Ansett, a pilot must have already attained a high standard of flying. If accepted, he or she will begin an intensive training, designed to equip the pilot for flying aircraft in the Ansett fleet.

Most of the early training is done on a flight simulator. Flight simulators are exact replicas of aircraft cockpits that are designed to reproduce flying conditions.

The simulator's cockpit is mounted on six hydraulic legs, enabling it to create simulated environmental conditions such as air turbulence, take-off and landing.

Each simulator has a visual system attached to its own computer. This system generates light points that recreate exact displays of all Australian airports. For the pilots looking through the cockpit the computer can reproduce night lights at the airports below, headlights on cars moving along nearby roads and even stars in the sky.

The inside view of a Skystar simulator

During training in the simulator, the pilots receive all normal radio communication from an operator in a nearby room. This person simulates the role of air traffic control. In Boeing 737 and Skystar simulators this function can be handled by a computer which activates previously recorded messages.

Aircraft malfunctions such as engine failure can also be programmed. The simulator reacts to all these conditions as the real jet aircraft would through motion, sound and instrumentation.

Pilots are subjected to all sorts of in-flight problems during simulator training. Their handling of these situations, many times over in the simulator, results in safer flying.

Most Ansett pilots start their flying career on a Fokker 50 as a First Officer. It is generally seven to ten years before a pilot actually takes command of an aircraft.

Some of the requirements for airline pilot selection are: Commercial Pilot Licence/500 hours experience; Senior Commercial Pilot Licence theory subjects of Flight Planning,

A 737 simulator at work

Navigation and Meteorology; an instrument rating and pass in the basic gas turbine examination; medical examination for 1st Class Airline Transport Pilot Licence. Education requirements: Year 11 with passes in English, Physics, Maths, preferably to Year 12.

On a Boeing 727 and a Boeing 767, in addition to the Captain and First Officer, there is a Flight Engineer.

The Flight Engineer has a very important role to play during both preflight preparation and actual flight. He is responsible for the correct functioning of the aircraft systems. He monitors the fuel flow, the engine performance, cabin temperature, pressurisation and the aircraft's electrical systems.

All Flight Engineers must first complete an engineering apprenticeship, giving them the L.A.M.E. (Licensed Aircraft Maintenance Engineer) Certificate.

As qualified ground engineers, they can then apply for a Flight Engineer's position.

Flight Attendants.

Flight Attendants provide in-flight service to passengers, tending to their needs and comfort.

They are expected to cope in varying situations with friendliness, empathy and tact.

The Civil Aviation Authority requires airlines to employ cabin attendants, who, in the event of any emergency, are able to care for passengers and who are trained to a high standard of passenger safety.

As Ansett Australia maintains a high standard of service to the travelling public, it is essential that Flight Attendants complete a training programme before they start working for the airline.

Successful applicants attend a live-in training course at the Ansett Training Centre at Melbourne Airport. The ten-week course combines classroom sessions with practical training in cabin simulators. The curriculum includes Passenger Service, Safety and Emergency Procedures, Aviation, Medicine and Grooming. Trainees must pass written and practical examinations before starting flying duties.

All Flight Attendants attend regular training sessions and their performance is monitored to ensure the high standards to which Ansett Australia is committed.

Ansett Australia's Flight Attendants

New Flight Attendants are accompanied by a Line Endorser during their first two weeks of flying.

Flight Attendants attend a graduation ceremony and are presented with their wings on completion of their course.

An attractive uniform is provided and an allowance is paid for its maintenance.

Flight Attendants then travel to their nominated base to start flying duties.

A Flight Attendant is eligible to apply for the position of Purser after four years flying when vacancies for this position become available.

The Purser, who operates as a crew member on jet aircraft, is responsible for the organisation and supervision of cabin crew on a tour of duty.

The Purser organises the in-flight service, ensuring Ansett Australia standards are maintained and that all facets of passenger comfort and service are fully carried out.

A Flight Attendant requires enthusiasm, patience, the ability to relate to all types of people, a well-groomed appearance and the ability to adapt to an irregular life-style.

Passenger Service Officers.

Passenger Service Officer is the title given to the uniformed traffic ground staff at airports.

The duties of Passenger Service Officers are many and varied.

They issue tickets to passengers at airports, accept and label passenger baggage, organise special seating requests and issue boarding passes at seat allocation counters.

They provide assistance to passengers requiring special attention, such as disabled people, they work at information counters and despatch and meet all aircraft.

All public address announcements such as passenger boarding calls are made by the Passenger Service Officers and senior, experienced staff control all the baggage and freight loaded on each aircraft to ensure that the aircraft is correctly balanced for flight and not too heavy for take-off or landing.

A career for both men and women, Passenger Service Officers receive four weeks initial training followed by on-the-job training throughout their careers.

Reservations Sales Agents.

Reservations Sales Agents take telephone bookings for flights, holiday packages, accommodation, rental cars, buses, trains and any other travel requirements their callers may have.

They receive up to 35,000 telephone calls a day throughout Ansett's network and create most of the hundreds of thousands of bookings held in the reservations computer system at any time.

These staff need good selling skills and an ability to convert as many enquiries as possible into firm bookings. A good telephone manner and ability to provide strong customer service are other pre-requisites for the job.

They receive comprehensive training in Ansett Australia's computerised booking system and the company's policies, procedures and products.

Initial training is followed by further on-the-job training within the Reservations room itself. Reservations Sales Agents progress to more specialised areas in the Reservations Department as they gain experience and proficiency.

These include the Agents section which specialises in handling reservations from Travel Agents, and the Corporate Travel section where bookings are made for Golden Wing members and major corporate account customers. The Holiday Travel section handles the booking of package holidays to destinations around Australia, accommodation, tours, seats for theatrical or sporting events, launch travel, car hire and any other related package holiday requirements.

Reservations Sales Agents need good telephone selling skills and a thorough working knowledge of Ansett Australia's computerised booking system. They should also be able to handle many and varied passenger requests, ranging from special dietary meal needs to requests for stretchers or wheelchair assistance.

Through their work in the reservations sales role, Reservations Sales Agents develop an excellent knowledge of the company's products and the skills required to sell those products.


Ansett Australia.
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Ansett Australia.

Ground Handling.

Whilst passengers attend to baggage check-in and seat allocation, they are often unaware of the hectic preflight activity going on around their aircraft on the tarmac.

Baggage and cargo loading, fuelling, catering, cleaning, toilet and water servicing and maintenance checks all need to be co-ordinated to ensure that aircraft are ready for on-time departure.

This often involves up to fifteen staff and ten vehicles per aircraft, and in major ports, where many aircraft are handled at once, supervision of the tarmac operation is quite a challenge.

Before the actual loading of aircraft, a team of baggage handlers receives and sorts baggage by class and destination, and loads passengers' baggage onto trolleys or into containers which are towed to the aircraft.

At major airports, where many passengers connect with other flights, a transship team operates on tarmac to ensure the smooth transfer of baggage from one aircraft to another.

Our aircraft cleaning staff also co-ordinates an extensive range of duties, both transit stops and overnight, to ensure that cabin cleanliness and presentation are of the highest standards at all times.

Most of our jet aircraft have to be turned around in thirty minutes or less, and a high level of co-operation is needed to achieve this standard. To completely unload and load an aircraft within this time requires a high degree of organisation and effort, and we are proud of the standards achieved by our tarmac teams.

With the extensive range of complex and sophisticated equipment needed to service our modern aircraft fleet, it is necessary for all ground handling staff to continually undergo training and licence programs to maintain a safe and efficient tarmac.

Ground handling is a challenging all-hours, all-weather responsibility and it is an important and integral part of our overall aircraft operation.

Loading cargo at Melbourne Airport


Ansett Australia
Ansett.
Ansett.

Maintenance – Keeping the Aircraft Safe.

Most of the vital work that goes into keeping Ansett's fleet of aircraft flying is rarely seen by our passengers.

More than 2,200 staff are employed in maintaining the aircraft, many working at our major engineering base at Melbourne's Tullamarine Airport.

Before you board an aircraft on its first flight of the day, thorough checks are made on door catches, wheels, tyres, brakes, engines, wings and flight controls.

At the end of the day's flights, the aircraft undergoes a Receipt of Aircraft Check which is a thorough inspection of the interior and exterior of the aircraft.

This check varies in extent according to the aircraft type.

After a certain number of flying hours, all aircraft must have detailed checks.

Every week aircraft undergo a Service Check. During this inspection emergency and cabin equipment, doors, wings, tail structure, landing gear, engines and avionic and oxygen systems are checked, as well as many other aspects of the aircraft.

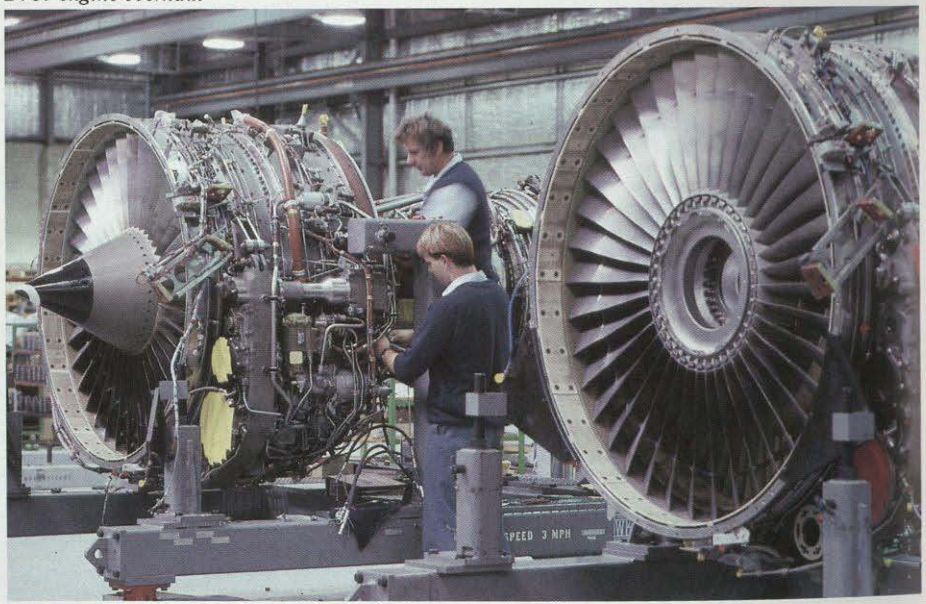
After 3,000 flight hours the aircraft has a 'C' check of four days duration and at 20,000 flying hours a major structural inspection program.

The maintenance crew have many advanced testing facilities at their disposal.

For instance, the ultra-sonic tyre tester uses sound waves to detect faults in tyres, and the jet engine test cell is used to test engines after maintenance work has been carried out on them. This test cell is linked to a computer that analyses the data and reports any problems.

Ansett engineering staff also have a large radiation-proof vault where they are able to x-ray engines and other components for faults that would not otherwise be visible.

B767 engine overhaul




Ansett Aus

Computers and Ansett.

With the Ansett fleet now carrying passengers to over 50 destinations across Australia, its efficient operations would be impossible without computers.

In 1967 Ansett installed its first computer for accounting purposes. 1973 then saw the introduction of Ansamatic, our reservations system, which has been continuously improved and refined.

Since then computer systems have been progressively introduced into many facets of the airline's operations, providing improved services to passengers, streamlining revenue accounting and internal 'back office' processes, and providing improved information for the many decision-making processes within our complex organisation.

Our computer systems run from the Ansett Data Centre in Garden Drive, Tullamarine and operate on large IBM and Hitachi computers. The following systems are supported.

Ansamatic

Ansett Australia's computerised reservation system is named Ansamatic, a combination of the words Ansett and automatic.

It is one of the most comprehensive and advanced systems in the world.

It is a 'real-time' system, meaning it provides responses within a short time so that passenger enquiries can be answered without delay.

Computerised reservations

Bookings are entered from Visual Display Units (VDUs) or Personal Computers (PCs) running the Qik-Res application. Ansett has around 3,000 terminals spread all over Australia, American Samoa, Western Samoa, Los Angeles, London, the Cook Islands and New Zealand, connected by a large communications network.

The terminal operator can find out what flights there are, take bookings, obtain fares and send special instructions to the computer about passenger requirements such as vegetarian meals.

All the records of our flights (tens of thousands) are held centrally in the computer system for a year. Bookings can be made personally or by telephone.

Up-to-the-minute status of all flights is known to each staff member using the Ansamatic system, as they are accepting, altering and cancelling bookings.

In Australia alone, more than 35,000 telephone calls a day are received by Ansett Reservation Sales Agents.

Ansarite

Ansett became the first Australian airline to introduce computerised ticketing in December 1976. Ansarite can issue a printed ticket immediately a customer transaction is confirmed. It saves passengers time as a printed ticket can be issued in a fraction of the time needed for a handwritten ticket. It produces a more legible ticket and also simplifies accounting procedures.

Ansaboard

The Ansaboard Departure Control System means that passengers can get their seat number at a number of check-in points in the airport terminal.

Its introduction means the end of long queues at gate lounges. A passenger flying from Hobart to Cairns via Melbourne, Brisbane and Townsville can now be given a seat number for each flight sector at the first check-in point, Hobart.

As passengers check in, the system automatically calculates the total average weight distribution on the aircraft, taking into account the number of men, women, children and infants.

At departure time Ansaboard calculates and prints the aircraft trim documents which show the loaded weight of the aircraft, the number of litres of fuel on board, etc., and provides our Flight Attendants with printed information on passengers who need special attention to make their flight more enjoyable. It also sends messages to all the down-route ports of passengers and cargo distribution.

The Ansamatic system includes many other functions which support hotel and holiday bookings, flight arrival/departure display and general flight information facilities, catering, baggage handling and the like.

EMIS (Engineering Maintenance Information System)

This is a comprehensive electronic system designed solely for airline engineering and maintenance requirements. It tracks, calls out and records all maintenance events on Ansett fleet aircraft.

Flight Operations

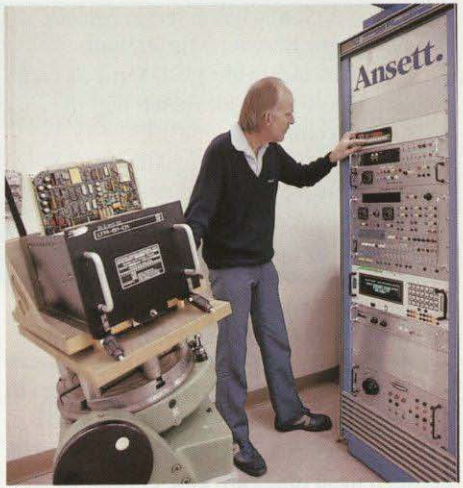
Systems are available to assist with the complex tasks of scheduling crews for our many different flights and aircraft types, basic flight schedules, origin and destinations and departure times, etc., and for controlling actual day-of-flight operations.

Revenue Accounting and other support systems.

These include billing, general ledger, handling of accounts payable and the like, as well as personnel, payroll and other systems required to support our large and complex business operation.

Ansett Australia is continually refining and developing these computer systems in order to meet the increasing business generated by the air traveller who expects fast, efficient service on the ground as well as in the air.

Engine test cell



Aircraft computer testing

Catering.

Ansett Australia has catering centres (Flight Kitchens) throughout Australia which provide 170,000 meals and refreshments a week for Ansett flights around the country.

This amounts to an annual total of 8.8 million meals prepared and delivered to aircraft before each departure.

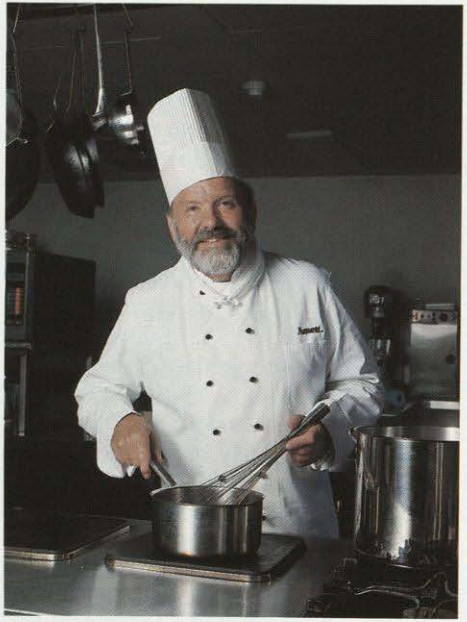
Ansett Australia also caters for some overseas airlines and corporate aircraft.

Sydney is Ansett's largest catering port, preparing 10,000 meals and refreshments per day. Breakfast, lunch and dinner are hot, cooked meals for First and Business Class passengers.

Refreshments served on flights in-between meal times are less substantial and usually do not require heating or cooking by the Flight Attendants.

All Ansett flight attendant crews attend a pre-flight briefing before boarding the aircraft. At this briefing session they are advised whether full meals or light refreshments are to be served on their particular flights for the day.

When crewing four flights a day, for instance, they may serve two meals such as breakfast and lunch, and two refreshments, according to the different departure times.



A chef preparing one of the many meals needed

Each of the catering centres is equipped with the very latest machinery. Automatic bread-buttering, cutlery-wrapping, dishwashing and pot-scrubbing are a few of the tasks taken over by modern, labour-saving machines.

The catering centres also issue passenger amenities ranging from disposable nappies to in-flight activity bags for children as well as the airline beverage supplies.

All alcoholic and other drinks served aboard Ansett flights are placed into bar trolleys which are then stored in large refrigerated rooms until loaded on the aircraft.

In-flight menus change weekly so that frequent airline travellers are offered a variety of meals.

Another facet of Ansett catering is the provision of special dietary meals for those passengers who are restricted in their choice of food. 140,000 (1.5%) special dietary meals are prepared each year.

Passengers can order their particular meal requirements when they book their flight. This information is placed in the Ansett Computerised Reservation System and is received by the appropriate catering centre.

Imagine how large these shopping lists must be to provide the 8.8 million meals served each year on Ansett flights.

A Day in the Life of a Skystar.

Every Ansett Australia aircraft you catch is on a journey and your flight is just one leg in a schedule that is likely to take that plane across the length and breadth of the continent.

To demonstrate a part of that journey we will track an Ansett Skystar on a typical 24-hour cycle and explain the process involved in transporting passengers across Australia.

By 5.30am Skystar VH-HYE emerges from the maintenance hangar at Melbourne's Tullamarine Airport to begin the first sector of a four-leg voyage which will take it to Brisbane, Darwin, Brisbane again, and Cairns.

During the night the plane has been cleaned, restocked, possibly washed, and had such things as oil levels, hydraulic fluid levels and control functions checked.

Any technical matters reported by crews during the previous day would also be examined.

The plane is towed to the terminal about one and a half hours before departure and positioned at the gateway.

Flight 60 from Melbourne to Brisbane will depart at 6.25am and arrive in Brisbane at 8.20am local time. At 5.55am passengers will be requested to board, and baggage, freight and catering will be loaded onto the plane.

The technical crew – the Captain and First Officer – sign on for the day an hour before departure. They visit the Meteorological Briefing Office where they check weather forecasts for the flight all the way to Darwin. The Captain must then submit his flight plan which details the intervals between airports and the en route reporting points. The Captain must also specify the altitude he intends to fly and how much fuel he will require.

The Captain and First Officer will then examine the plane and carry out a number of external and internal safety checks.

These checks will be more comprehensive on the first flight of the day than later checks.

Flight Attendants check in 45 minutes before departure to carry out internal safety checks and make sure the galley is correctly stocked.

At 6.25am the Captain will request permission to push back from the gate and taxi onto the runway in preparation for takeoff. Skystar VH-HYE will touch down in Brisbane about 1 hour and 55 minutes later.

About 45 minutes after arriving in Brisbane it will be ready for departure to Darwin non-stop as Flight 4.

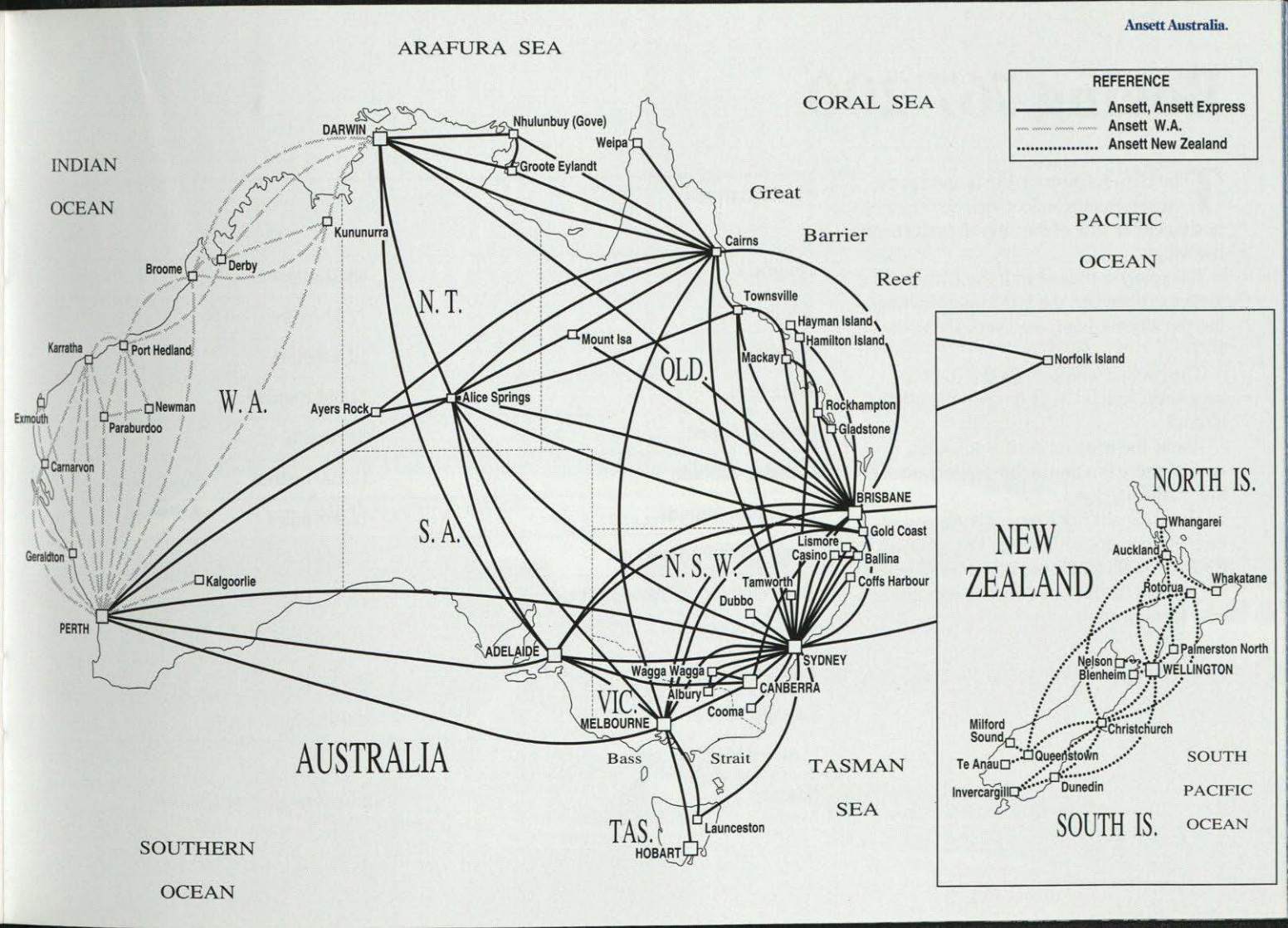
A Day in the Life of a Skystar.

Skystar VH-HYE will touch down in Darwin at 12.25pm where the crew will change over for the trip to Brisbane and Cairns.

In Darwin, once again, the plane will be cleaned, checked and re-checked to ensure that everything is operating as it should be.

Flight 155 will touch down at Cairns at 7.45pm after having carried about 500 passengers and crew safely around the country. The aircraft will have travelled 8,472km, cruised at around 38,000ft and used almost 38,000 litres of aviation kerosene throughout the day.

The next day the aircraft will depart Cairns at 6.20am on a different cycle.


ARAFURA SEA
CORAL SEA
INDIAN OCEAN
PACIFIC OCEAN
Great Barrier Reef
TASMAN SEA
SOUTHERN OCEAN
Bass Strait
AUSTRALIA
N.T.
W.A.
S.A.
QLD.
N.S.W.
VIC.
TAS.
REFERENCE
Ansett, Ansett Express
Ansett W.A.
Ansett New Zealand
DARWIN
Nhulunbuy (Gove)
Weipa
Groote Eylandt
Kununurra
Broome
Derby
Cairns
Townsville
Hayman Island
Hamilton Island
Mount Isa
Mackay
Karratha
Port Hedland
Exmouth
Newman
Paraburdoo
Ayers Rock
Alice Springs
Rockhampton
Gladstone
Carnarvon
BRISBANE
Gold Coast
Lismore
Casino
Ballina
Coffs Harbour
Geraldton
Kalgoorlie
Tamworth
Dubbo
PERTH
ADELAIDE
SYDNEY
Wagga Wagga
CANBERRA
Albury
Cooma
MELBOURNE
HOBART
Launceston
Norfolk Island
NEW ZEALAND
NORTH IS.
SOUTH IS.
Whangarei
Auckland
Whakatane
Rotorua
Palmerston North
Nelson
Blenheim
WELLINGTON
Milford Sound
Christchurch
Te Anau
Queenstown
Invercargill
Dunedin
SOUTH PACIFIC OCEAN

Boeing 767-200.

The B767 jet aircraft, the largest in the Ansett Australia fleet, has two engines, one on either side of the aircraft underneath the wings.

It is easily confused with the B737 from a distance, however, the B767 undercarriage has ten wheels, compared with six on the B737.

The cockpit windows on the B767 are very large, much larger than on the other aircraft.

Above the wing on each side of this aircraft there is a noticeable space between four of the windows.

The B767 aircraft have registrations of three letters, beginning with RM, such as RMD or RMF, and these registration letters are painted on the sides of each aircraft for easy identification.

Specifications

Length	48.51 metres
Wingspan	47.57 metres
Height	10.4 metres
Wing Area	144.93 metres^2
Cruising Speed	870 km/h
Cruising Altitude	12,100 metres
Maximum Altitude	12,802 miles
Range With Full Payload	6,143 kms
Maximum Gross Take-off Weight	140,613 kg
Fuel Capacity	63,383 litres
Take-off Speed	280 km/h
Landing Speed	250 km/h
Number of Passengers	Up to 205
Engines	2 General Electric CF6-80A


Ansett Australia.

Skystar A320-200.

The Skystar is the newest and most technologically advanced airliner in the Ansett Australia fleet.

The Skystar boasts a wider aisle than any other single-aisle aircraft in the world.

Seat sizes and overhead baggage compartments have also been increased to provide extra comfort.

Utilising what is known as fly-by-wire technology, Skystar is the most advanced aircraft in the world.

The fly-by-wire system means that Skystar's five on-board computers monitor and control the operation of the aircraft via electrical signals. This replaces the traditional cable and pulley system used in earlier aircraft design.

The cockpit is also different. The traditional cluster of dials has been replaced with computer screens which keep the crew informed of all performance and technical details.

The Skystar aircraft have registrations of three letters beginning with HY, such as HYA or HYH, and these registration letters are painted on the sides of each aircraft for easy identification.

Specifications

Length	37.57 metres
Wingspan	34.1 metres
Height	11.8 metres
Wing Area	122.4 metres^2
Cruising Speed	840 km/h
Cruising Altitude	10,700 metres
Maximum Altitude	11,900 metres
Range with Full Payload	4,213 kms
Maximum Gross Take-Off Weight	73,500 kg
Fuel Capacity	23,860 litres
Number of passengers	Up to 134
Engines	CFM International CFM56-5-A1 111.2 kN
Take-off Speed	283 km/h
Landing Speed	256 km/h


Ansett Australia.
VH-HYK

Boeing 737-300.

The B737 aircraft has two jet engines, one on either side of the aircraft underneath the wing.

From a distance the B767 and B737 are similar.

All B737 aircraft have registrations of three letters beginning with CZ, such as CZA or CZM.

These registration letters are painted on the sides of each aircraft for easy identification.

Specifications

Length	33.4 metres
Wingspan	28.9 metres
Height	11.1 metres
Wing Area	91.0 metres^2
Cruising Speed	815 km/h
Cruising Altitude	10,000 metres
Maximum Altitude	11,300 metres
Range With Full Payload	3,770 kms
Maximum Gross Take-off Weight	61,235 kg
Fuel Capacity	20,124 litres
Take-off Speed	280 km/h
Landing Speed	240 km/h
Number of Passengers	Up to 104
Engines	CFM56-3-B1


Ansett Australia.
VH-CZP

Boeing 727-200.

Ansett Australia owns four B727-200LR jets. The LR stands for long range.

These aircraft are easily recognised by their three engines at the rear of the aircraft – one either side of the body and one on top at the front of the tail.

Also the words 'Ansett Australia' are written above the windows on the side of the aircraft.

All Ansett Australia's B727-200LR jets have registrations beginning with AN.

Specifications

Length	46.69 metres
Wingspan	32.31 metres
Height	10.4 metres^2
Wing Area	144.9 metres^2
Cruising Speed	870 km/h
Cruising Altitude	10,000 metres
Maximum Altitude	12,802 metres
Range With Full Payload	3,717 kms
Maximum Gross Take-off Weight	89,357 kg
Fuel Capacity	36,950 litres
Take-off Speed	220-290 km/h
Landing Speed	250 km/h
Number of Passengers	Up to 149
Engines	3 Pratt and Whitney JTD8D

British Aerospace BAe146.

The British Aerospace BAe146 is a high wing, four-engined jet. It is the quietest jet airliner in the world.

Ansett WA operates the BAe146-200, and Ansett New Zealand has both BAe146-200 and BAe146-300 series.

Specifications

Series	200 Series	300 Series
Length	28.55 metres	30.99 metres
Wingspan	26.34 metres	26.34 metres
Height	8.61 metres	8.59 metres
Wing Area	77.3 metres^2	77.3 metres^2
Cruising Speed	733 km/h	748 km/h
Cruising Altitude	8,537 metres	7,600 metres
Maximum Altitude	9,465 metres	9,465 metres
Range With Full Payload	2,400 km	1,663 km
Maximum Gross Take-off Weight	40,597 kg	39,995 kg
Fuel Capacity	12,911 litres	11,728 litres
Take Off Speed	257 km/h	267 km/h
Landing Speed	219 km/h	222 km/h
Number of Passengers	80	87
Engines	4 Avco Lycoming ALF 502 R-5 Turbo Fans	4 Avco Lycoming ALF 502 R-5 Turbo Fans

Fokker 50.

The Fokker 50 is a prop-jet airliner which flies at around 21,000 ft, well above the turbulence, giving passengers a smooth and comfortable flight.

It is a new-generation propjet designed for short- to medium-range operations.

The Fokker 50 is renowned for its quietness and its passenger cabin provides many of the features of a jet airliner.

It has the same standard seating and aisle width as Ansett Australia's Boeings. It also has the sophisticated Atlas galley common to the Ansett jet fleet, allowing hot meal service.

Specifications

Length	23.25 metres
Wingspan	29.0 metres
Height	8.39 metres
Wing Area	70 metres^2
Cruising Speed	500 km/h
Cruising Altitude	5,800 metres
Maximum Altitude	7,620 metres
Range With Full Payload	1,576 km
Maximum Gross Take-off Weight	20,795 kgs
Fuel Capacity	5,136 litres
Take-off Speed (typical)	200 km/h
Landing Speed (typical)	190km/h
Number of passengers	46
Engines	2 Pratt and Whitney Canada PW 125B Turboprop engines


VH-FNA
Express Shuttle.

Fokker F28.

The Fokker F28 Fellowship is used by Ansett WA and Ansett Express.

There are three versions of this twin jet engine aircraft.

The 1000 series seats up to 60, the 3000 up to 61, and the 4000 up to 70 passengers.

Specifications

Series	1000	3000	4000
Length	27.4 metres	27.4 metres	29.61 metres
Wingspan	23.58 metres	25.07 metres	25.07 metres
Height	8.47 metres	8.47 metres	8.47 metres
Wing Area	76.4 metres^2	79.0 metres^2	79.0 metres^2
Cruising Speed	785 km/h	783 km/h	783 km/h
Cruising Altitude	8000-9000 metres	8000-9000 metres	8000-9000 metres
Maximum Altitude	10,668 metres	10,668 metres	10,668 metres
Range With Full Payload	1,420 km	1,296 km	1,575 km
Max. Gross Take-off Weight	30,160 kg	33,110 kg	33,110 kg
Fuel Capacity	9,654 litres	12,936 litres	12,936 litres
Take-off Speed	220 km/h	240 km/h	230 km/h
Landing Speed	220 km/h	230 km/h	230 km/h
Number of passengers	Up to 60	up to 61	up to 70
Engines	2 Rolls Royce Spey Mk 555-15	2 Rolls Royce Spey Mk 555-15	2 Rolls Royce Spey Mk 555-15P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